Number: Enter the total number of animals for that species under the appropriate column. For runway sweeps in which **NO** animals were observed, write a large 0 across the number fields for that time. Animals should **not** be double-counted in multiple columns. Animals should be tallied in one column only.

Observed - Only animals for which no action was taken.
Harassed - Only animals for which a dispersal attempt was made.
Taken - Only animals that were killed.

Other: Enter the common name of the animal (e.g., killdeer, merlin). Try to avoid the use of group names such as gulls, or owls.

5.5.2 Wildlife Strike Reporting

The accurate and timely reporting of wildlife strikes is of utmost importance to managing wildlife hazards effectively. It is the responsibility of wildlife patrol team members to document all wildlife strikes of which they become aware. A wildlife strike is deemed to have occurred when:

1. A pilot reports a strike,
2. Aircraft maintenance personnel identify damage as having been caused by a bird or mammal strike,
3. Personnel on the ground report seeing an aircraft strike one or more birds or mammals,
4. Bird or mammals, in whole or in part, are found on any airside pavement area or within 60 m (200 feet) of a runway, unless another reason for the bird or mammal's death is identified.

If a wildlife patrol team member is notified of a wildlife strike by an aircraft owner/operator immediately following an aircraft movement (either a take-off or landing), that member will perform a complete runway sweep to look for the carcass of the struck animal. Identifying the species of wildlife involved in strikes is crucial to resolving wildlife hazards. Also, if a wildlife patrol team member discovers an animal carcass thought to have been involved in a wildlife strike, that member will attempt to determine the aircraft involved, so that an inspection for damage can be performed if necessary. If the wildlife strike is thought to have involved an air carrier aircraft, the Operations Manager for that airline will be notified immediately. The occurrence of all damaging strikes will be relayed to the Airport Safety/Compliance Officer within 24 hours of documentation.

All wildlife strikes will be reported to the FAA via Form 5200-7 (Bird/Other Wildlife Strike Report) online at http://wildlife-mitigation.tc.faa.gov. Filing of this report online facilitates the accurate and timely addition of the strike report to the FAA's Wildlife Strike Database. A unique report number will be assigned to the strike report at the time of filing which allows for the report to be edited online if further information becomes available (e.g., damage costs

wildlife species is identified). A hard copy of the blank report form, including instructions, is included in Appendix J. Although it is the initial responsibility of the wildlife patrol team member who first documents a wildlife strike to collect all necessary information for the strike report, it is the Wildlife Coordinator's responsibility to ensure the accuracy of all information on the report before filing it with the FAA. In cases where a wildlife strike causes damage, it is important to obtain the best estimate for the Damage/Cost Information portion of the report. This may mean waiting to file the report until the aircraft operator/owner has had time to relay this information to the airport. A hard copy of each wildlife strike report will be maintained in Appendix K. In addition, a note will be made on the daily Wildlife Hazard Log sheet indicating the grid location for the wildlife strike, if determined. To ensure the accuracy of information on wildlife strike reports, some additional guidelines will be followed.

Any wildlife carcass found, in whole or in part, on any airside pavement area or within 60 m (200 feet) of a runway will be assumed to have been the result of a wildlife strike unless another cause of death is determined. If the person finding the carcass is unsure as to the cause of death, the carcass should be examined by a Wildlife Biologist to help make a proper determination. A reasonable attempt will be made to identify the species of wildlife involved in the strike. Once again, a local Wildlife Biologist may assist in this process. If the strike involves a bird, and it cannot be identified to species (due to the condition of the carcass or remains), it is possible to have the feathers and other body parts examined by experts at the Smithsonian Institution's feather identification lab. The necessary information for submitting bird remains to the Smithsonian is provided in Appendix L. If a strike is determined only by the identification of remains or damage on the aircraft and no carcass is found on the airfield, the 'Airport Name' field should be left blank on the wildlife strike report. A note should be made in the Remarks field documenting the point of origin and destination of the aircraft.

To summarize, the following documentation should be made for every confirmed wildlife strike:

1. One wildlife strike report filed online and one copy printed and retained in Appendix K.
2. One Wildlife Hazard Log record indicating the grid location if known.

5.5.3 Annual Permit Reporting

YAK will provide an annual report of wildlife control efforts to the USFWS and ADF&G. This report details the number of animals hazed and killed by species. A form for reporting eagle hazing efforts and a form for reporting the take (e.g., killing) of migratory birds will be provided by the USFWS each November to satisfy the federal permit reporting requirements. The Airport Safety/Compliance Officer will send a copy of each of these reports to both agencies by January 31 of the following year. These reporting conditions satisfy ADF&G's requirement for annual reporting under its Public Safety Permit. The Airport Safety/Compliance Officer will send a request to the USFWS and ADF&G for a renewal of its wildlife control permits along with its annual reports. The period covered by the federal depredation permit is currently April of the

current year through March of the following year, while the period covered by the state public safety permit is mid-February through the end of December of the current year.

In addition, the Airport Safety/Compliance Officer will provide both agencies with the names of individuals who have completed the WS "Managing Wildlife Hazards at Airports" training course, so that they can be added as subpermittees. The Airport Safety/Compliance Officer will provide any additional information regarding the airport's wildlife hazard management program to the appropriate agencies upon request. A copy of all reports filed to the agencies will be kept in Appendix M.

5.6 COMMUNICATIONS

5.6.1 Juneau Flight Service Communications

During wildlife control operations, it may be necessary to communicate with Juneau Flight Services. It is incumbent upon the wildlife patrol team to issue a NOTAM to Juneau Flight Services of any significant wildlife activity which could interfere with aircraft operating at YAK. Specifically, prolonged wildlife activity beyond normal dispersal efforts will be identified in a NOTAM. *All NOTAMs will include the species, approximate number of animals, location, and a brief description of the hazard.* It will be left to the discretion of the wildlife patrol as to whether or not to contact flight service. Additionally, the wildlife patrol will respond immediately to all calls from Juneau Flight Service or airport tenants regarding hazardous wildlife presence on the airfield. Juneau Flight Service is reached via 2-way radio on frequency 123.600 MHz. Local NOTAMs **regarding wildlife activity** will be documented on Exhibit 16-2, provided in Appendix P.

5.6.2 General Procedures

All wildlife patrol team members will be equipped with 2-way radios for communication with Juneau Flight Service and other YAK personnel. In most cases, **one** patrol team member will conduct runway sweeps and carry out wildlife control actions. If necessary, wildlife patrol team members will enlist the help of additional patrol team members to aide in the dispersal of large flocks of birds or to disperse large mammals from the airfield. During these times, one patrol team member will be designated the lead for the duration of the control action. Additionally, patrol team members will use the designated radio frequency for communication. If a patrol team member must leave the vehicle during a wildlife control action for a significant period of time, they will take a portable 2-way radio to maintain contact with flight services and other patrol team members. The wildlife patrol team member will issue a NOTAM to Juneau Flight Services advising of the location of any parked (and temporarily unattended) vehicles within the Runway Safety Area (RSA). It is the responsibility of the Wildlife Coordinator to ensure that all radios are fully charged and in good working order.

5.6.3 Public Communications

Wildlife control actions on an airport often entail very visible and audible indications of their use. Pyrotechnics and propane cannons may cause an unwary public some distress, partly due to the noise involved and other times because the noise is mistaken for gun blasts. In some cases, the use of lethal control is at odds with the personal views of some members of the public. When lethal control is conducted in view of the public, it will sometimes draw criticism of the wildlife patrol team members and even the wildlife hazard management program as a whole. It is therefore necessary that those conducting wildlife hazard control operations be aware of the different views people have regarding wildlife control work. Keeping this in mind, all wildlife control operations will be handled with discretion and a concern for the views of the general public. However, personnel should exercise this discretion in a way that does not compromise the efficacy of the control measure or the safety of aircraft operating at YAK.

If approached by a member of the public concerning wildlife hazard control work, the wildlife patrol team member will conduct themselves in a professional and courteous manner at all times. Patrol team members will refrain from engaging in debate and will speak about the work only in general terms (e.g., "We are here to reduce the safety hazard to aircraft by dispersing wildlife from the airfield"). Any detailed questions or concerns should be relayed to the Wildlife Coordinator. The general public will be informed that only written requests for information will receive a response. Anyone requesting more information will be given the name and address of the Wildlife Coordinator so that a formal written request can be submitted. The Wildlife Coordinator will then respond to all written requests for information in a timely manner. A record of all such correspondence will be kept in Appendix F and a copy sent to the Airport Safety/Compliance Officer. Any requests by the media for interviews or information regarding the wildlife control program will be directed to the Airport Safety/Compliance Officer.

CFR 14, FAR Part 139.337 (e)

Identification of resources to be provided by the certificate holder for implementation of the plan.

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6.0 RESOURCES

The following resources will be maintained by YAK for the mitigation of wildlife hazards. It is the responsibility of the Wildlife Coordinator to ensure that all the equipment is maintained in good working order and that supplies are adequately stocked. YAK will have at least one person available for wildlife control when needed. The following equipment and supplies will be housed in the field maintenance building.

Equipment

2-way radios for communication with Juneau Flight Service
1 vehicle (pick-up truck)
propane cannon
shotguns
CAPPA gun
binoculars
field guide for local bird identification
computer

Supplies

12 gauge shellcrackers
15mm pyrotechnic salutes with report
15mm pyrotechnic salutes with whistle
12 gauge steel shot #2
CAPPA rounds
cleaning kits for all firearms
Wildlife Hazard Log sheets

A list of suppliers of wildlife management tools is attached in Appendix N of this plan.

USDA-WILDLIFE SERVICES ASSISTANCE

Some supplies such as pigeon traps and coyote effigies may be available through WS for conducting specific control operations. In addition, WS can provide the proper training and recommendations for the safe and efficient use of most wildlife deterrent tools.

CFR 14, FAR Part 139.337 (e)

A training program to provide airport personnel with the knowledge and skills needed to carry out the wildlife hazard management plan required by (d) of this section.

7.0 TRAINING

7.1 OVERVIEW

The training program to provide airport personnel with the knowledge and skills needed to successfully carry out this WHMP required under 14 CFR Part 139.337(f)(7) is addressed in this section.

Initial and annual recurrent training is required under 14 CFR Part 139.303. This training is mandatory for all personnel acting under the direction of this WHMP. The Airport Manager will ensure that all necessary personnel receive the appropriate training.

7.2 "TRAIN THE TRAINER" PROGRAM

AKDOT&PF has opted to have at least one train the trainer "trainer" for each Part 139 certificated. This trainer will have the duty to provide recurrent 12-month training to all personnel who have wildlife management responsibilities in this WHMP. Under the "train-the-trainer approach", the trainer must pass an initial training course and an annual recurrent training course from an airport wildlife biologist who is qualified under AC 150/5200-36A. Both the initial and the recurrent training courses for train the trainer trainers must follow the outline of AC 150/5200-36A, Appendix D. Alternatively, the "train-the-trainer" trainer may be qualified through an equivalent level of training and experience that is acceptable to the regional FAA Airports Certification Inspector.

Airport personnel, managing wildlife under this WHMP, must receive their initial training from the airport train the trainer or from an airport wildlife biologist who is qualified under AC 150/5200-36A. Using the train-the-trainer approach, personnel must complete recurrent training by the airport trainer at least every 12 consecutive calendar months. After 36 consecutive calendar months, the recurrent training must be provided by an airport wildlife biologist who is qualified under AC 150/5200-36A. All training will follow the outline of AC 150/5200-36A; Appendix D. The Advisory Circular training outline is displayed in Section 7.3 of this WHMP.

The airport manager will keep all wildlife training records for a minimum of 24 calendar months following the date of instruction.

7.3 TRAINING CURRICULUM OUTLINE - AC 150/5200-36A (APPENDIX D)

Training Curriculum Outline for Airport Personnel Actively Involved in Implementing FAA-Approved Wildlife Hazard Management Plans.

1. Training Curriculum Outline.
The goal of the training course must be to provide the knowledge, skills, and abilities needed by airport personnel to safely, accurately, and effectively implement relevant portions of an FAA-approved Wildlife Hazard Management Plan. To be acceptable to the FAA, initial and recurrent training must include the following agenda items:

a. General survey of wildlife hazards to aviation based on the most recent annual FAA National Wildlife Strike Database Serial Report

b. Review of wildlife strikes, control actions, and observations at the airport over at least the past 12 months

c. Review of the airport's Wildlife Hazard Assessment is to include
(1) Existing wildlife hazards and trends in wildlife abundance
(2) Status of any open or unresolved recommended action items for reducing identified wildlife hazards to air carrier operations within the past 12 months

d. Review of the airport's Wildlife Hazard Management Plan, to include the following:
(1) Airport-specific wildlife attractants, including man-made and natural features and habitat management practices of the last 12 months.

(2) Review of the airport's wildlife permits (local, State, and Federal)

(3) Review of other airport-specific items:

(a) Wildlife hazard management strategies, techniques, and tools:
(i) Flight schedule modification

(ii) Habitat modification, exclusion

(iii) Repelling methods

(iv) Wildlife population management

(b) Responsibilities of airport personnel for
(i) Reporting wildlife strikes, control actions, and wildlife observations

(ii) Communicating with personnel who conduct wildlife control actions or who see wildlife hazards and air traffic control tower personnel and others who may require notification, such as airport operations or maintenance departments

(iii) Documenting and reporting wildlife hazards seen during patrols and inspections and follow-up control efforts

(iv) Documenting and reporting when no hazards are seen during patrols and inspections

e. Basic bird and mammal identification, stressing local hazardous and rare or endangered species of concern

f. For any airport personnel using pyrotechnic launchers or firearms, training on the following topics from a qualified individual2:
(1) Safety, parts, and operation of pyrotechnic launchers

(2) Fundamentals of using pyrotechnics to safely and effectively disperse wildlife

(3) Personnel protective equipment

(4) Cleaning, storage, and transport of firearms and pyrotechnic launchers

(5) Applicable local, State, and Federal regulations on firearms, pyrotechnic launchers, and pyrotechnics3

(6) Live fire training with pyrotechnic launchers including strategies for dispersing wildlife away from runways and aircraft movement corridors

(7) For any airport personnel using firearms, live fire training. This training is highly recommended from a qualified individual but not a requirement for this training program2.

g. Any other training required by local, State, or Federal regulations

2. Recommendations.

a. Exams or tests may be oral, written, practical demonstrations, or a combination of all three.

b. The Trainer should retain passing grades/evaluations records.

c. The Trainer should retain course attendance records for a period of three years.

d. Airport personnel responsible for the airport's wildlife hazard management program should retain records of those to whom instruction in airport wildlife hazard management has been given for the period of time during which the employees conduct hazardous wildlife management activity on the airport and for six months after termination of employment.

2 State Certificated Hunter Safety Instructors, police officers, firearms instructors and other personnel who have been professionally trained in firearms safety should be qualified to teach firearm safety and possibly the safe use of pyrotechnic launchers. Pyrotechnics are classified as high explosives by the Bureau of Alcohol Tobacco and Firearms (ATF) and as Division 1.4 explosives by the U.S. Department of Transportation. There are numerous regulations, security considerations, and ATF licensing requirements that apply to pyrotechnics.
2 Airport personnel actively involved with the use of firearms for the mitigation of wildlife hazards should receive and maintain current firearms training from either a licensed National Rifle Association (NRA) instructor or other qualified individual. This training should include type and caliber of weapon used at the airport.
3 Bureau of Alcohol, Tobacco and Firearms provides information on Federal explosive requirements for explosive pest control devices at: http://www.atf.gov/explosives/how-to/documents/epcd-flyer pdf.

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(e) Periodic evaluation and review of the wildlife hazard management plan for -

(i) Effectiveness in dealing with the wildlife hazard; and

(ii) Indication that the existence of the wildlife hazard, as previously described in the ecological study, should be reevaluated.

8.0 EVALUATION

The WHMP will be evaluated periodically. However, those responsible for developing the plan, primarily the Airport Safety/Compliance Officer and Wildlife Coordinator, may evaluate and make changes to the plan more frequently if situations warrant. During the evaluation, changes to wildlife control procedures and habitat management objectives will be made if necessary. The habitat management timetable will be updated with the following: completed projects will be identified, necessary changes to existing completion dates will be made, and new habitat management goals will be added. Any new habitat management projects will receive the appropriate description within Chapter 4. Any new wildlife control procedures which have been instituted will be added and the appropriate methodology for implementing the procedure will be described. All new wildlife strikes will be added to Table 1 in Chapter 1.

To evaluate the efficacy of the plan in reducing wildlife hazards, it will be necessary to do the following:

1. *Review the wildlife strike history for the past year.* Any new species appearing in the strike record will be evaluated for possible control procedures and appropriate habitat modifications. Any changes in wildlife strikes with previously identified species will also be reviewed.

2. *Compare the wildlife strike history with summaries of control efforts.* The annual permitting reports provide total numbers of animals observed, harassed, and killed. By comparing the amount of control efforts for each species with those struck on the airfield, it is possible to determine whether those species causing strikes are being appropriately targeted.

3. *Compare wildlife use on the airfield before and after habitat modifications.* On certain areas of the airfield where habitat attractants have been modified, an effort should be made to determine if the modification resulted in a decrease, increase, or no change in wildlife use. In some cases, habitat modification may result in the location becoming attractive to another species of hazardous wildlife. In these cases, appropriate alterations of the habitat will be considered.

Additionally, the experiences and judgement of the wildlife patrol team will be taken into consideration when reviewing existing procedures and wildlife hazard levels. As many factors affecting wildlife use at YAK are beyond control, it is necessary to temper an evaluation of the WHMP with an understanding of the complex and dynamic nature of wildlife activity.

The FAA Regional Certification Inspector will be invited to make comments on the WHMP.

YAKUTAT
Yearly Evaluation
December 2013

1. Review the wildlife history for the past year.

Strike History Summary December 2003 to December 2013

Incident Date	Airport	State	Operator	Aircraft	Damage Code*	Species**
07-22-2004	YAKUTAT ARPT (PAYA)	AK	BUSINESS	B-737-200	N	SWALLOWS
08-30-2004	YAKUTAT ARPT (PAYA)	AK	ALASKA AIRLINES	B-737-200	N	SWALLOWS
09-03-2004	YAKUTAT ARPT (PAYA)	AK	ALASKA AIRLINES	B-737-200	S	UNKNOWN BIRD - MEDIUM
09-08-2004	YAKUTAT ARPT (PAYA)	AK	ALASKA AIRLINES	B-737-200	N	UNKNOWN BIRD - MEDIUM
12-23-2005	YAKUTAT ARPT (PAYA)	AK	ALASKA AIRLINES	B-737-400	M	SNOWY OWL
07-18-2007	YAKUTAT ARPT (PAYA)	AK	BUSINESS	LEARJET-35	M	BALD EAGLE
09-17-2008	YAKUTAT ARPT (PAYA)	AK	ALASKA AIRLINES	B-737-400	S	HERRING GULL
11-08-2010	YAKUTAT ARPT (PAYA)	AK	ALASKA AIRLINES	B-737-400	N	BALD EAGLE
04-30-2011	YAKUTAT ARPT (PAYA)	AK	ALASKA AIRLINES	B-737-400	N	CANADA GOOSE

* Damage Codes - N (None), M (Minor), M? (Damage, but extent unknown), S (Substantial) and D (Destroyed)

Yakutat Airport had no reported bird strikes in 2012 and in 2013. The airport has had 9 bird strikes during the past 10 years, or an average of less than one strike per year. The record number of strikes was in 2004 when there were four separate bird strikes reported. Since then there has been one bird strike per year with no bird strikes in 2003, 2006, 2009, 2012, and 2013. This trend may indicate that wildlife management techniques have been effective. The Yakutat Airport is built on wetlands and surrounded by fish streams. In addition to geese, eagles, and birds, there are beavers, moose, and coyotes. It continues to be an airport of concern regarding wildlife hazards.

In 2013 birds chose to use the Yakutat Airport as a stopover. There was an 11 ½ fold increase in birds. The biggest increase came from a 35.6 fold increase in geese. Greater White Fronted Goose populations are exploding and catching up with that of Canada Geese. Eagle counts were up by 172%, 170 cranes visited the airport this April, and gull counts were up by 135%. Hazing activities increased to match the bird population increases resulting in zero bird strikes. Goose

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populations were strongest in April and May. The legal removal of the two eagle nests this past October will help in controlling the airport eagle hazards.

2. Comparison of Wildlife Strike History with Summaries of Control Efforts.

3. Compare wildlife use on the airfield before and after habitat modifications.

From Yakutat WHMP 4.2: Habitat Management Project Timetable

MANAGEMENT CATEGORY	YAK HABITAT MANAGEMENT PROJECTS (Chapter references)	TARGET DATE	DATE COMPLETED	PERMIT(S) REQUIRED?
A	(1) Establish new ground cover in grass infields (4.5.1)	2004	2004 and ongoing maintenance	No
B	(2) Fill in low-lying areas and ditches which do not serve water drainage functions (4.4.2)	2015		Yes
B	(3) Remove beaver dams (4.4.2)	Ongoing	2013	Yes
B	(4) Remove trees and snags within 500' of Runway 11/29 centerline (4.5.3)	2014		Yes
C	(5) Enforce proper refuse containment (4.3.3)	Ongoing	Ongoing	No
C	(6) Culvert installations (4.4.2)	2005	2007	Yes

1. The 2004 Runway Project established a gravel ground cover in the infields. Natural grasses have started to sprout up through the gravel and an ongoing process to mow the grass is needed.
2. There continue to be challenges with environmental permits because many of these ditches are designated fish streams.
3. In 2013 beavers built two dams that created wildlife attractants on the airport and had the potential to endanger the integrity of the runway safety areas. A permit was received and the dams were destroyed. All debris from the dams was moved onto land. As new beaver dams are seen at the airport, we seek opportunity to destroy them and to take the beavers.
4. Trees have been felled and removed from the southeast corner of the runway intersections and soon more trees will be removed from the east corner of the airport. An eagle nest was destroyed under permit and the tree removed. Removal of other trees and brush is an ongoing.
5. Refuse containment is an ongoing issue for which the airport managers are vigilant.
6. No change.

YAKUTAT
Yearly Evaluation
December 2012

1. Review the wildlife history for the past year.

Strike History Summary December 2002 to December 2012

Incident Date	Airport	State	Operator	Aircraft	Damage Code*	Species**
10-07-2002	YAKUTAT ARPT (PAYA)	AK	ALASKA AIRLINES	B-737-200	N	GULLS
07-22-2004	YAKUTAT ARPT (PAYA)	AK	BUSINESS	B-737-200	N	SWALLOWS
08-30-2004	YAKUTAT ARPT (PAYA)	AK	ALASKA AIRLINES	B-737-200	N	SWALLOWS
09-03-2004	YAKUTAT ARPT (PAYA)	AK	ALASKA AIRLINES	B-737-200	S	UNKNOWN BIRD - MEDIUM
09-08-2004	YAKUTAT ARPT (PAYA)	AK	ALASKA AIRLINES	B-737-200	N	UNKNOWN BIRD - MEDIUM
12-23-2005	YAKUTAT ARPT (PAYA)	AK	ALASKA AIRLINES	B-737-400	M	SNOWY OWL
07-18-2007	YAKUTAT ARPT (PAYA)	AK	BUSINESS	LEARJET-35	M	BALD EAGLE
09-17-2008	YAKUTAT ARPT (PAYA)	AK	ALASKA AIRLINES	B-737-400	S	HERRING GULL
11-08-2010	YAKUTAT ARPT (PAYA)	AK	ALASKA AIRLINES	B-737-400	N	BALD EAGLE
04-30-2011	YAKUTAT ARPT (PAYA)	AK	ALASKA AIRLINES	B-737-400	N	CANADA GOOSE

Yakutat Airport had no reported bird strikes in 2012. The airport has had 10 bird strikes during the past 10 years, or an average of one strike per year. The record number of strikes was in 2004 when there were four separate bird strikes reported. Since then there has been one bird strike per year with no bird strikes in 2003, 2006, 2009, and 2012. This trend may indicate that wildlife management techniques have been effective. The Yakutat Airport is built on wetlands and surrounded by fish streams. In addition to geese, eagles, and birds, there are beavers, deer, moose, bear, wolf, and coyotes. It continues to be an airport of concern regarding wildlife hazards.

In 2012 the geese continued to return to the airport as opposed to moving on, as they may have done in 2011. This year, the Sandhill Cranes chose a migration route around the airport and bald eagles seemed to forage away from the airport as well.

2. Comparison of Wildlife Strike History with Summaries of Control Efforts.

3. Compare wildlife use on the airfield before and after habitat modifications.

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December 2012

From Yakutat WHMP 4.2: Habitat Management Project Timetable

MANAGEMENT CATEGORY	YAK HABITAT MANAGEMENT PROJECTS (Chapter references)	TARGET DATE	DATE COMPLETED	PERMIT(S) REQUIRED?
A	(1) Establish new ground cover in grass infields (4.5.1)	2004	2004 and ongoing maintenance	No
B	(2) Fill in low-lying areas and ditches which do not serve water drainage functions (4.4.2)	2013		Yes
B	(3) Remove beaver dams (4.4.2)	Ongoing	2011	Yes
B	(4) Remove trees and snags within 500' of Runway 11/29 centerline (4.5.3)	2014		Yes
C	(5) Enforce proper refuse containment (4.3.3)	Ongoing	Ongoing	No
C	(6) Culvert installations (4.4.2)	2005	2007	Yes

1. The 2004 Runway Project established a gravel ground cover in the infields. Natural grasses have started to sprout up through the gravel but we have an ongoing process to mow the grass down.
2. There continue to be challenges with environmental permits because many of these ditches are designated fish streams.
3. In 2011 beavers built a large dam that began causing some airport flooding and endangered the airport NAVAIDs. A permit was received and the dam was destroyed. All debris from the dam was moved onto land. New beavers have been seen at the airport and we would like to destroy them as opportunity allows.
4. Trees have been felled and removed from the southeast corner of the runway intersections and soon more trees will be removed from the east corner of the airport. Removal of other trees and brush is an ongoing.
5. Refuse containment is an ongoing issue for which the airport managers are vigilant.
6. No change.

YAKUTAT
Yearly Evaluation
December 2011

1. Review the wildlife history for the past year.

Strike History Summary December 2010 to December 2011

Incident Date	Airport	State	Operator	Aircraft	Damage Code*	Species**
10-07-2002	YAKUTAT ARPT (PAYA)	AK	ALASKA AIRLINES	B-737-200	N	GULLS
07-22-2004	YAKUTAT ARPT (PAYA)	AK	BUSINESS	B-737-200	N	SWALLOWS
08-30-2004	YAKUTAT ARPT (PAYA)	AK	ALASKA AIRLINES	B-737-200	N	SWALLOWS
09-03-2004	YAKUTAT ARPT (PAYA)	AK	ALASKA AIRLINES	B-737-200	S	UNKNOWN BIRD - MEDIUM
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07-18-2007	YAKUTAT ARPT (PAYA)	AK	BUSINESS	LEARJET-35	M	BALD EAGLE
09-17-2008	YAKUTAT ARPT (PAYA)	AK	ALASKA AIRLINES	B-737-400	S	HERRING GULL
11-08-2010	YAKUTAT ARPT (PAYA)	AK	ALASKA AIRLINES	B-737-400	N	BALD EAGLE
04-30-2011	YAKUTAT ARPT (PAYA)	AK	ALASKA AIRLINES	B-737-400	N	CANADA GOOSE

In April a Canada Goose struck the windshield of an Alaska Airlines Boeing 737-400 while the jet was on short and final. There was no damage to the aircraft. The goose was sent to the Smithsonian for positive identification.

Yakutat has had 10 aircraft strikes during the past 10 years, which averages one bird strike per year. The record number of strikes was in 2004 when there were four separate bird strikes reported. Since then there has been one bird strike per year with no bird strikes in 2006 and 2009. The Yakutat Airport is built on wetlands and surrounded by fish streams. In addition to geese, eagles, and birds, there are beavers and coyotes. It continues to be an airport of concern regarding wildlife hazards.

2. Comparison of Wildlife Strike History with Summaries of Control Efforts.